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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. The Liga Lotnicza (Aviation League) is a Polish para-military organization which was nominally established in its present form on 1 January 1950, but which began actual operation three months later, at which time it took charge of all amateur aviation and of all gliding. The Liga Lotnicza was set up with the following objectives:

a. recruiting of volunteers for aviation;
b. instruction of young volunteers for the Air Force;
c. training of the Air Force reserves;
d. construction of new airfields, as well as the enlarging and modernizing of already existing airfields, for military purposes;
e. propaganda for aviation and the Air Force;
f. recruiting of dues-paying members for the League, and the collection of funds for the League outside of the state and local budgets.

Other Polish organizations of a similar nature are the Liga Morska (Sea League) and the Liga Przyjaciol Zolnierza (League of the Friends of the Soldiers), bearing respectively the same relation to the Navy and the Army as the Liga Lotnicza does to the Air Force.

2. Large sums are allocated from the state and local budgets for the account of the League, but these sums are in reality utilized for military purposes. An example of this is the reconstruction of the so-called First Military Reserve airfields belonging to the aviation clubs of the League. These fields, most of which need modernizing and many of which are in bad condition, are being renovated as rapidly as possible on the basis of plans issued by the Air Force, with the necessary funds and manpower furnished by the Air Force to the League. Once a field is reconstructed, it is taken over without any publicity by the Air Force and the evidence of its previous ownership by the League is eradicated.

3. From autumn 1949 to spring 1951, between 15 and 17 airfields were taken over by the Air Force in this manner; among these were the airfields at Torun and at Inowroclaw (Hohensalza). Many others are also being prepared for transfer to the Air Force, including the airfields at Lodz, Czestochowa, Ciechanow, and at Pruszcz, near Gdansk.

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4. At the head of the League is a Main Administration, composed of both paid and unpaid members, which directs the activity of the League but which receives complete and coordinated directives and plans from various Government ministries. The actual work of the League throughout the country is carried out by eight Wydzial (Independent Sections) of the Main Administration of the League. The League is further organized into Provincial Administrations, whose jurisdictions are supposed to coincide with that of the State Provinces, but which in fact do not, into District and Town Administrations, and finally into Community and Village Administrations.

5. The greatest control over the League is exercised by the Dowodztwo Wojsk Lotniczych (DWL) (Command of the Air Forces) of the Ministry of National Defense, through the Sporting Aviation Section of the DWL. This Section is charged with the technical preparation of personnel and equipment and is headed by a Colonel Meczak, and has Major Marcin Monis as an inspector; informant states that Monis is a convinced Communist and that both Monis and Meczak appear to be Poles, but that nothing else is known about them. The Aviation Section of the Communications Department of the Central Committee of the Polish United Workers' Party handles political education in aviation. The Main Committee for Physical Culture of the Ministry of Education in January 1951 transferred to the League all its activities in the field of sporting aviation and at present is responsible only for the salaries of instructors and trainers and the distribution of diplomas. The Department of Civil Aviation of the Ministry of Communication is in the process of being reorganized and will be renamed the Main Committee for Sporting Aviation; its activity will be limited to issuing licenses to airplane pilots and to glider instructors, as well as continuing its function of purchasing aviation equipment outside of Poland. Functions formerly handled by the Department of Civil Aviation which the League will take over are accident control and investigation, administration of penalties for causing accidents, suspension of pilots for breaches of military and/or aviation discipline, and production of aviation tools.

6. The more important members of the Main Administration of the League are the following:

a. Colonel Engineer Sergiusz Minorski is president and serves in an unpaid capacity. He is a Soviet Air Force general and has been in Poland since August 1950.

b. Colonel Michal Jakubik, Minorski's first assistant, is vice-president of the League and is employed in a salaried capacity. Before the war, he was a non-commissioned pilot in a Polish air regiment. Now, he is an ardent Communist who up until the present, has had the confidence of the Polish Government and of the Soviets. However, informant comments that since Jakubik is uneducated, he is only a figurehead.

c. Major Alfred Windholz is secretary of the Main Administration of the League, as well as being chief of the Independent Political Section of the League. In addition, he is employed as the editor of the monthly aviation magazine Polska Skrzydlata (Winged Poland). He is of Jewish origin and a convinced Communist.

d. Professor Wlodzimierz Humen is a member of the Main Administration of the League, serving in an unpaid capacity. He is employed in several Polish glider organizations as follows: chief of the Glider Instruction Section of the Experimental Institute of Bielsko, Director of Sciences of the Central School of Glider Instructors of Bielsko, and rector of the Aviation Section of the Industrial College of Bielsko. Although he is a CP member, there are many indications that he is not a real Communist and that he will be expelled from the Party.

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Other members of the Main Administration include the presidents of all the Provincial Administrations of the League who serve in an unpaid capacity, and the vice-presidents of the Provincial Administrations who are paid, but who have no voice in the affairs of the League.

7. The Independent Sections of the Main Administration of the League and the respective section chiefs are as follows:

a. Financial - Magister Henryk Makowiecki, a Pole and non-Party member; he is a specialist, but may be removed from his position.

b. Training - Major Stanislaw Tomaszewski, a Soviet Communist of Polish origin who speaks Polish badly. He is also the first secretary of the "Fundamental Party Organization" of the Main Administration of the League. He is described as being a hard worker and a person who drives his subordinates hard; he may be removed from his position because of his treatment of his subordinates. Tomaszewski's assistant is Captain Boleslaw Kijek, a Russian Pole, CP member, and a Soviet officer who attended the Military Academy in Moscow for two years. The departments of the Independent Training Section and their officials are as follows:

A. Engine

1) Chief: Lieutenant Dionizy Maciazek, a member of the executive power (sic) of the CP.
2) Lt. Henryk Czarnecki, CP member, instructor and director of the training programs.
3) Lt. Jerzy Leszek, CP member and instructor.
4) Lt. Kozarczuk, non-Party member, a pilot and a former captain, demoted for political reasons.
5) Ensign Albert Rybak, non-Party member, a former lieutenant demoted for breach of flying regulations.

B. Parachute

1) Chief: Witold Liczbinski, a member of the Z.M.P. (Polish Youth Union).
2) There are two officials whose names are not known to informant.

C. Glider

1) Chief: Tadeusz Rejniak, non-Party member and a good specialist.
2) Janusz Stanislawski, non-Party member, an expert who handles statistics and data.

D. Training of Mechanics

1) Chief: Jan Klimkiewicz, CP member who appears to have been forced to join. This department has not been completely organized.

E. Projects and Control

1) Chief: Lt. Jerzy Swiatek, CP member.
2) Janusz Wutke, non-Party member.

F. Operations Inspectorate

This department, whose function is pilot and flight control, has not been staffed with personnel.

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The Independent Training Section is organized along horizontal lines, but this has resulted in insufficient personnel, particularly specialists. As a result of the inefficiency of the present form of organization, this Section is to be reorganized along vertical lines; this forthcoming reorganization will be utilized to remove undesirable officials of the Section.

c. Technical - Captain Feliks Kosidowski, a CP member, who, before the war, was a sergeant and chief mechanic of the 4th Air Force Regiment at Torun. Kosidowski applies the methods of Soviet military aviation to the Polish sporting aviation.

d. Political - Major Alfred Windholz, mentioned above.

e. Personnel - Captain Bernard Grabowski, a Polish Jew and a fanatical Communist. He spent many years in the Soviet Union where he was a member of the Komsol and of the Polish section of the Komintern "WKP/b" (sic). Informant states that Grabowski has had no military education, that he is not an aviator, and that he is only a political officer.

f. Organization and Projects - Captain Edmund Staniewski, a political officer who is a member of the executive committee of the P.O.P. - PZRP (Basic Party Organization of the Polish United Workers' Party) of the Main Administration of the League. Informant describes Staniewski as being an opportunist who has been responsible for the lack of organization existing in the Aviation League.

g. Administration and Supply - Janina Wliczynska, a Pole, a "grey" CP member, and a specialist.

h. Airfield Construction - Engineer Konstanty Szyrko, a non-Party member and known to have anti-Communist views. He owes his present position only to the fact that he is a good specialist.

8. There are 24 Aviation League aeroclubs in Poland. Aeroclub Administrations are located in the following cities: Warsaw, Katowice, Krakow, Bielsko, Wroclaw (Breslau), Jelenia Gora (Hirschberg im Riesengebirge), Rzeszow, Mielec, Krosno, Kielce, Lublin, Lodz, Radom, Czestochowa, Ostrow, Poznan, Inowroclaw (Hohensalza), Bydgoszcz (Bromberg), Torun, Bialystok, Olsztyn (Allenstein), Gdansk, Slupsk (Stolp), and Szczecin (Stettin).

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